THE BIG B

BONANZA AIR LINES

APRIL/MAY 1961

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From the editor's desk –

Beginning with the June issue, THE BIG B will be published quarterly, and the employee's section, "Around The B", will be printed monthly as a separate publication.

Under this new policy, we believe that the multi-purposes heretofore covered in THE BIG B will be achieved more thoroughly.

We are looking forward to this new policy, and hope that you, our readers, will enjoy the forth-coming issues.

COVER

A shipment of life-saving liquid is put aboard a Silver Dart for Phoenix. See story on page 3. Photo by Milt Palmer, Las Vegas News Bureau, through courtesy of The Southwest Blood Bank of Las Vegas.

THE BIG B
PUBLISHED AND PRINTED BY BONANZA AIR LINES, INC., BOX 391, LAS VEGAS, NEVADA

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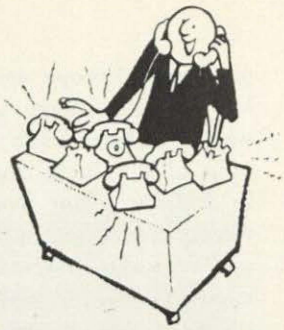
TAMING TELEPHONES ABROAD



With more and more Americans traveling abroad each year, the following article, released by SABENA Belgian World Airlines, offers some timely tips for telephoning travelers.

The average American, who may make ten calls a day back home, goes out of his way to avoid phones when he travels in Europe.

Actually, according to Mlle Sabena, Women's Service Director for SABENA Belgian World Airlines, language need be no barrier between you and Europe's phones.

Start off comfortably by phoning from your hotel where nowadays most switchboard operators do speak English. Before you lift the receiver, settle yourself in a good big chair with pencil, paper and a list of numbers you're going to call. Have an ash tray and cigarettes handy. Don't, if you can avoid it, make your first attempt to contact the outside world between eight-thirty and ten in the morning when phones all over town are at their busiest or around hotel check-out time. Don't try to reach shops between twelve and three-thirty -- every one is out to lunch.

Speak in English – unless you're really at home in French (or German or Italian). If you do take a linguistic flyer, knowing how to pronounce digits one at a time and the letters of the alphabet is more helpful than a repertoire of complete but impractical sentences.

To call home from abroad, make an appointment in advance with the overseas operator through the switchboard girl at your hotel. Giving her a printed slip with the town, state, phone number and name of the person you're trying to reach helps speed up the process. Transatlantic phone charges average about $9 up for three minutes, which though it sounds surprisingly reasonable, is decidedly more costly than calling home from a downtown pay booth. To make the most of your minutes, jot down a list of the things you want to say and the questions you want to ask before your call is put through.

Europe's pay phones are most often found in hotel lobbies, department stores, airline terminals and post offices, very seldom in cigar stores (tobbaconists), stationery stores or chemists although there is a shiny new set of booths in Paris' highly Americanized Le Drug Store. The British have obligingly stationed phone booths along major and minor highways.

With a few small variations, pay

phones in Europe are very like those back home. Most are dial models which perform when coaxed with the coin of the local realm: three francs in Belgium, four pennies in Britain, twenty pfennigs in Germany and so on. To make American cents of it, in most places a call still costs a thrifty nickel or less. In Britain and in Italy, you buy what Americans call a "slug", Frenchmen a jeton and Italians a getonne. In Britain and Italy, ,your call is not complete until you press a clearly marked button on the front of the phone after you hear the voice at the other end, a fact that can save you a token or two in case the wrong party should answer.

Some foreign phones are more talented than the ones you know back home. By dialing "SVP" in France you can summon stenographers, baby sitters and all sorts of helpful people. The combination ASK 9211 in London releases tourist-slanted information on weather and special events. Switzerland's "magic number" 11 brings you up to date on any Swiss facts and figures that interest you; 161 ticks off Swiss watch time. And in Vienna a few simple flicks of the finger bring you the day's etiquette tip (dial 1514) or -- in case you're a secretary whose continental stenography is rusty -- a practice session in German dictation (1517).

* * * * *

At approximately noon on March 26th, Bonanza had flown 30,000 hours of Silver Dart time. This would be equivalent to an airplane flying continuously for 1250 days.

AIRWAY NAMED FOR FIRST

TRANSCONTINENTAL FLYER

N. E. Halaby, Administrator of the Federal Aviation Agency, honored Calbraith Perry Rodgers, the pilot who fifty years ago made the first airplane flight across the United States, by designating the route of that first crossing of the nation by air as the Calbraith Perry Rodgers Skyway.

Rodgers, an early aviation enthusiast, took 49 days and 68 stops to make his journey.

Rodgers began the 4,251 mile trip at Sheepshead Bay, New York September 17, 1911 in a Burgess-Wright biplane christened "The Vin Fiz." He flew from New York down through Ohio, on to Chicago, south through Texas and finally landed November 5, 1911 at Pasadena, California.

In contrast with the elaborate system of airways now maintained by FAA, the first pilot to cross the nation had no radio, no weather reporting, no traffic control, and only sketchy maps to assist him. Rodgers followed the "iron compass", or railroad tracks, as most of the early pilots did.

The Burgess-Wright biplane was damaged innumerable times during the trip and only the rudder and drip pan remained from the original aircraft at the end of the historic flight. This aircraft is now in the Smithsonian Air Museum, Washington, D. C.

THE STORY OF A NEED FULFILLED

Editor's note: Credit for this article belongs to Mr. James Brock of Southwest Blood Banks, Inc. and to Dr. Louis G. Jekel of Phoenix. Photographer – Milt Palmer, Las Vegas News Bureau.

INTRODUCTION

Few may realize it, but in the event of grave emergency, large quantities of blood and plasma – ready for immediate transfusion – are available on a moment's notice. This protection is made possible by the far-flung system of blood banks operated by a service organization with headquarters in Scottsdale, Arizona – The Southwest Blood Banks, Inc. Any region served by Southwest has access at all times to more than 5,000 pints of blood and 10,000 units of plasma. The Bank utilizes every means of transportation – the Armed Forces, law enforcement agencies, commercial airlines and charter planes – to send blood to a stricken area or to a critically ill person.

As one of the scheduled airlines that transports blood and plasma for Southwest, Bonanza flies an average of 100 shipments each month, and in addition, has participated in severe emergencies which required shipments above the routine monthly in-bank replacements.

One of these crises was the serious gas explosion in downtown Reno, Nevada two years ago, in which the immediate and current need of patients injured in the blast was covered by in-bank stock, but replacement – without delay – of the bank's reserve supply became an urgent matter. Bonanza flew that replacement supply from Phoenix and Las Vegas.

In another emergency, a badly hurt pedestrian was found to have a rare blood group. The patient was bleeding profusely and required continual transfusion. The initial need was provided by the local blood bank. But, as bleeding continued, it was apparent that help

Southwest Blood Bank was the first blood bank to initiate a new concept of providing economic protection to the public in connection with blood transfusions.

This new service – known as Southwest Blood Service Plan – has a membership of approximately 100,000.

For a small annual membership fee – or a donation of one pint of blood per year – a person may enroll himself and all dependents as members. Under this plan, the usual blood bank service fee is eliminated, and no replacements are necessary.

If the blood was supplied for a member from another blood bank, Southwest replaces it pint-for pint. There is no limit to the number of transfusions, and the plan is good anywhere in the United States, Canada or Mexico.

Further information and applications are available through any branch of Southwest Blood Banks.

would be required from other banks. For a period of twenty-four hours, blood was flown on every incoming Bonanza flight from both Phoenix and Reno, allowing the patient to receive 35 transfusions.

Recently, a Las Vegas patient had a rare blood group problem – so rare, in fact, that it was necessary to have special tests run on a blood sample in order to find a donor. The blood specimen was carried to Phoenix in the pocket of one of Bonanza's Hostesses. There, the blood was examined, a proper donor found and the Las Vegas patient received the transfusion. Alicia L. Perry, Director of the Southwest Blood Bank of Las Vegas, stated that in this particular case, "Without the assistance of the Bonanza staff at Las Vegas, this problem might not have been so easily solved."

The role of the blood banks in the saving of lives is a vital one. Bonanza Air Lines is proud to have a part in this role.

* * * * *

The importance of establishing blood banks became paramount with the outbreak of war in 1941, when adequate amounts of blood and plasma were needed on short notice for civilian and military purposes. The story of Southwest Blood Banks began at that time, when Dr. Louis B. Baldwin sparked the idea of a blood bank in Phoenix and campaigned for its establishment.

Through his efforts, and the efforts of a few of his associates, the Maricopa County Medical Society voted to sponsor a blood bank. On September 17, 1943, Articles of Incorporation for the Salt River Valley Blood Bank (as it was first called) were filed. Money for the bank was donated by private individuals, businesses, civic groups and the United

THE BLOOD BANK IN OPERATION

Before donating, each donor is carefully screened and a complete medical history is taken.

A registered nurse is in charge of the drawing room and is responsible for the bleeding of each donor.

Careful laboratory testing is made on each unit of blood before labeling.

Shipments are packed with care to prevent spoilage or breakage during travel.

Donors partake of light refreshment after the bleeding is completed.

War Fund. The Maricopa County government deposited a sum to cover transfusions for county patients.

Building materials and labor were donated, and space for quarters was provided – rent-free – by the Social Service Center. Attorneys, accountants and other professional men offered their services without charge, and on opening day – October 4, 1943 – a voluntary staff of seventy persons was prepared to perform the necessary duties.

From that beginning in Phoenix, there developed sub-depots in Mesa, Yuma and Prescott, Arizona. Air service was arranged to these points through the Civil Air Patrol and independent aviators. By 1949, the Bank had increased its monthly output of blood and plasma from 200 to 600 pints. This life-saving liquid was furnished without charge on a two-for-one replacement basis. In five years, more than 17,500 pints of blood were furnished to patients.

In 1950, the tremendous expansion of the organization really started. A sub-depot was established at Brawley, California, and the County Medical Society in El Paso requested the Salt River Valley Blood Bank to help set up a bank. In 1951, a sub-depot was organized in Las Vegas, and the Medical Society at Albuquerque and the Harris County Medical Society in Houston asked for assistance in establishing blood banks.

By this time, the Bank had attained such size and geographical breadth that the articles of incorporation were amended to include the network of banks, and the name – The Southwest Blood Banks, Inc. – was adopted to describe the territory

served. Under the new articles, each Bank also adopted the new name and added the name of its city. Thus the Salt River Valley Blood Bank became the Southwest Blood Bank of Phoenix.

As the organization continued to grow, more communities joined its ranks. By 1956, San Antonio, San Angelo, Lubbock and Harlingen in Texas; Alexandria, Louisiana; Little Rock, Arkansas; Meridian, Mississippi; Cheyenne, Wyoming; and Reno, Nevada had established branches of the corporation.

From a small bank in Phoenix, serving a population of 100,000 with 200 pints of blood and plasma a month, Southwest has grown into a vast system, serving one-sixth of the total land area of the United States with a population of 12,000,000 who receive 13,000 pints of blood and plasma each month. Today twenty blood bank facilities, in ten states, are now a part of the nation's largest, medically sponsored, self-supporting and non-profit blood banking organization.

The Southwest Blood Banks, Inc. is the result of a need recognized, an idea developed, a theory put into practice. But most of all, it is the result of diligent effort on the part of those who saw a need and changed it into a fulfillment.

* * * * *

ONE YEAR AGO

More Traffic, less subsidy. This forecast, made by Bonanza Air Lines when it raised money to buy Fairchild F-27A turboprops, is coming true. It's a good example of what a new airplane can do for a local service line. BAL's revenue passenger-miles jumped 31.5% last year, and F-27's weren't in service for the entire 12 months. Three went into operation March 29, three more October 25. It might be expected that adding three planes so late in the year would increase available seat-miles so suddenly that passenger-miles wouldn't have a chance to keep pace. But the year's passenger-mile gain of 31.5% was close to the

seat-mile increase of 32.6%. During the last nine months of 1959, passenger-miles were up 34.5%. In the last six months they increased 40%.

FIVE YEARS AGO

A group of three top-flight operation technicians of Bonanza Air Lines is scheduled to leave Nevada for Amsterdam. The group consists of Myron Reynolds, Vice President of Operations; Paul Beach, Division Chief Pilot, Reno-Phoenix Division; and Claude Ferguson, Division Chief Pilot, Phoenix-Los Angeles Division. The purpose of the trip is to fly the new Fokker F-27 Friendship, a 40 place 'Turbo-Prop', 300 mile-per hour aircraft, which Bonanza expects to place in service in the spring of 1958.**The F-27 Friendship for the American market will be manufactured by Fairchild Aircraft and Engine Corporation in Hagerstown, Maryland. Bonanza's first order of three of the jet type aircraft is to be supplemented by an additional three planes to be delivered in 1959-60.

TEN YEARS AGO

James R. McDaniel was awarded first prize of $50 plus summer employment in the recent contest sponsored by Bonanza Air Lines. McDaniel, 19, a student at the University of Nevada majoring in architecture, was one of three boys among 55 entrants in the hostess uniform design contest throughout the Nevada-Arizona route of the local service carrier. Judges for the contest were John Falter, Saturday Evening Post cover artist, and Janice Paige, stage and screen star. McDaniel's design featured a classic cardigan suit in a blue similar to that used in the air force uniforms, to be worn with a white blouse. The summer uniform is a light blue with three-quarter length sleeves and a flared French cuff. The accessories suggested by McDaniel keynoted his design as up to the minute.

Uniform designed by James McDaniel.

**The 1958 delivery date was postponed until 1959 so that the Silver Dart could be equipped with the more powerful RDA-7 engine.

NOW YOU CAN

ALWAYS

'JET' THERE WITH BONANZA!

Bonanza's Jetprop Silver Dart offers you jet-age comfort and speed

ON ALL FLIGHTS - ON ALL ROUTES

Manufactured by Fairchild Corporation, the 40–passenger Silver Dart is

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- **Bendix Magic-Eye Radar**
- **Air Conditioning**
- **Pressurization**
- **Panoramic-View Windows**

FIRST ALL JET-POWERED AIRLINE IN AMERICA!!

recipe for a coffee table

by Sally Selle

Meet Lyn Marshall, Reservation Agent, Salt Lake, seated beside her beautiful egg-shell mosaic table. How-to is described in the story.

If you've ever wondered what to do with your old egg shells, perhaps this will offer a solution: Take 12 dozen egg shells (that's 144 eggs!), a pot of resin glue, a board with four legs, 72 hours of spare (!) time, and much patience – and there you will have a most unique coffee table! Sound far-fetched? Not at all, for that is just what Lyn Marshall, charming Reservations Agent at Salt Lake City Ticket Office did! She and husband Jim wanted something a little different, and since their friends were making tile mosaic tables, they decided they would make theirs of egg shells. "At least as easy – and certainly far more economical!" declared Lyn.

This beautiful table measures about 1½ feet by 5 feet long, and is done entirely of natural colored egg shells, except a butterfly design in one corner, which was done with brown shells and a touch of orange poster paint for contrast. The Marshalls had the table frame made of plywood at the lumber yard. A small area was heavily plied with resin glue, allowed to set only momentarily, and then the bits of egg shell pressed into it. This is where the patience comes in, as only a very small section can be done at a time, and the shells must be broken with much care so as to not completely crush them.

When all the shells were in place,

several coats of lacquer were applied, with time allowed to dry thoroughly between applications. It is surprising how serviceable the table top is, and Lyn told us she never has to worry about spills or stains as much as she might with wood furniture.

Another Marshall project in the making is a beautiful wall plaque, made of walnut shells, pine nuts and lentils. These are glued onto a pine board, following an outline of a mandolin and a lute, drawn on the board. To complete the plaque, Lyn will fasten brass wire to represent the strings, and the frame shall be in antiqued gold. Thus far she has spent about 15 hours; when completed, she estimates she will have spent possibly 25 or 30 hours on it.

When we asked Lyn if she had had any art training that aided her in these interesting projects, she laughingly told us she was a graduate of the University of Utah, majoring in Speech (Radio and TV) -- "and I still can't adjust the TV set!" A native of Salt Lake, she has lived in Pocatello and Boise, Idaho; Wichita, Kansas; Burlingame and Sacramento, California, where her parents now reside.

Our visit with the Marshalls was indeed a pleasant one, and it was fun to meet more of the Bonanza Family! Their home is a mountain retreat in Emigration Canyon, interestingly furnished with oriental treasures Lyn brought back with her when she was a hostess with Pan-American. Her travels took her to all points in the Philippine and South Pacific Islands. Even though she flew with them over two years, she returned to Salt Lake to marry a "home-town boy – the best move I ever made!" Lyn joined Bonanza Air Lines as City Ticket Office Reservation Agent in August, 1959 – "another good move" Lyn declared enthusiastically.

Lyn Marshall proudly displays her wall plaque. The mandolin (top) is done in lentils; the lute, bottom, is in walnut shells, with pine nuts used whole to form handles and the bridges for the strings. Note the chinese tea set!

INDUSTRY NEWS IN BRIEF

Compiled by Larry Curns

Air travel on an international level is becoming easier. One of the most helpful measures is pre-clearance of customs at point of departure...New York City ranks first in the number of passengers using air travel in the world. The top twenty cities included only two others in the free world – London and Paris...Women account for over 50% of overseas travel...The CAB has authorized an increase in free baggage allowances on Canadian-United States transborder services to 66 lbs. first class and 44 lbs. tourist. Formerly, these applied only to air travel outside the continental U. S. and Canada. The allowance is applicable to both Canadian and United States carriers...

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Lake Central Airlines' initial service to Washington D. C., Baltimore, Marietta in Ohio and Parkersburg, W. Va. started March 1st...Both Allegheny and Piedmont Airlines now offer family plan fares seven days a week without restrictions...Allegheny has requested CAB authority to operate helicopters in the Washington D. C. area...Southern Airways has become the 17th member of the Association of Local Transport Airlines.

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The Federal Aviation Agency has announced the location of 22 new area offices involving air traffic control, maintenance of air navigation facilities, and flight checking of navigational aids and air traffic procedures...The CAB has announced that it intends to put into effect – retroactive to January 1, 1961 – its class rate system of calculating subsidy for local service carriers. The decision comes after months of intensive study by a CAB staff group and an industry technical committee...American Airlines claimed the passenger mile record of all time in 1960 with 6,405,000,000 passenger miles...The FAA has reported that there were 425 turbine powered airliners in scheduled service in the United States during 1960, an increase over 1959 of 43%.

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Leslie O. Barnes has been elected chairman of the Association of Local Transport Airlines. Mr. Barnes is president of Allegheny Airlines. Joseph H. Fitzgerald, president of Ozark Airlines, was elected vice chairman...Elwood Quesada, past FAA administrator, and James H. Douglas, former Air Force secretary, were named to the board of di-

rectors of American Airlines...John H. Wanner has been appointed general counsel for the CAB...American Airlines president C. R. Smith receives the General William E. Mitchell Award from Aviators' Post 743 of the American Legion. The award is made to a U. S. citizen making an outstanding individual contribution to aviation progress.

IN LEAGUE WITH THE ANGELS...At the Palm Springs Polo Grounds, Los Angeles Angels Manager Bill Rigney and Bonanza Executive Vice President G. Robert Henry exchange the caps of their companies, symbolizing Bonanza's sponsorship of a behind-the-scenes program – "Bill Rigney Reports" – which precedes the American League baseball broadcasts in the Southern California area.

THE NEW C.A.B. PROGRAM

CAB Chairman Alan S. Boyd today announced a major staff reorganization which has been approved by the Board. The reorganization emphasizes and strengthens the Executive Director's role in improving procedures and expediting the Board's ever increasing workload, realigns the functions of the economic staff for more effective operation, and provides for an overall planning office. Chairman Boyd noted that the changes meet the basic objectives of the recommendations recently submitted by a managing consulting firm that surveyed the Board's operations.

The planning office will aid the Board in developing policies, both substantive and procedural, for meeting the problems in the fast-changing air transportation field. Staffing of this office will begin promptly. This new office will be directly under the Executive Director who will be assisted in the over-all direction of the Board's work by two Assistant Executive Directors -- for Plans and Administration, respectively. Robert C. Lester, presently Secretary and Assistant Executive Director, will assume the Plans post while the Administration post will be filled at a later date.

The realignment of economic functions is reflected in a new Bureau of Economic Regulation, which, with a new Bureau of International Affairs, supplants the Bureau of Air Operations. The economic bureau will consist of three divisions, organized to reflect a changing emphasis in economic regulations. This bureau will be headed by Irving Roth, an Associate Director of the former Bureau of Air Operations. A Rates Division, responsible for commercial rates and service mail rates, is established to recognize the growing importance of commercial rate matters. The new division will be headed by Alfred R. Stout, an assistant chief in the former rates and subsidy division.

A Subsidy Division, responsible for subsidy rates and guaranteed loans, will concentrate on the promotional functions of the Board in administering financial aids to local service and helicopter carriers. Harry H. Schneider, Chief of the former rates and subsidy division, will head this division.

Finally, a Routes and Agreements Division, comprehending the present Routes and Special Authorities Divisions of the BAO, is established to meet the urgent need for more realistic and effective administration of all licensing and carrier agreement activities. Jacob W. Rosenthal, now Chief of Special Authorities Division, will be chief of the combined division.

The elevation of the Board's international staff to the level of a Bureau, replacing the former International Division of the Bureau of Air Operations, reflects the increased emphasis the Board is placing on the Board's activities in connection with

the negotiation of bilateral air agreements. The Bureau will be headed by Joseph C. Watson, who has been Associate Director (International) of BAO.

In addition to these major organizational changes, the Chairman announced the appointments, also from the Board's staff, of John Adams as Director, Bureau of Enforcement, and of John Dregge as Director, Community Relations. Adams has been an Associate Director, BAO, and Dregge has been Chief of the Routes Division.

M. C. Mulligan, Director of the former Bureau of Air Operations, who has been in government service since 1932, retired April 1st.

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ROBERT MURPHY APPOINTED TO CAB

The Honorable Robert T. Murphy, of Rhode Island, took his oath of office on March 15 as a member of the Civil Aeronautics Board. He was appointed by President Kennedy for the six-year term expiring December 31, 1966. The oath of office was administered by Judge Matthew F. McGuire of the U. S. District Court for the District of Columbia.

Mr. Murphy has been Special Counsel, U. S. Senate Interstate and Foreign Commerce Committee from 1956 to 1960, assigned as counsel to the aviation Subcommittee from 1957 until his appointment as CAB member.

* * * * *

Bonanza Service Pin Awards

In March

TEN YEARS SERVICE

GLENN WOODS – Stations

In April

FIVE YEARS SERVICE

EARL LAWLUS – Flight

TEN YEARS SERVICE

JOHN AMOS – Dispatch
JAMES ARDY – Flight
WILLIAM BAUGHMAN – Flight

FIFTEEN YEARS SERVICE

RICHARD HALL – Flight

In May

FIVE YEARS SERVICE

AL BUTT – Maintenance
PEARL GRIGSBY – Inventory Conrtol
DOROTHY SCHUSTER – Reservations

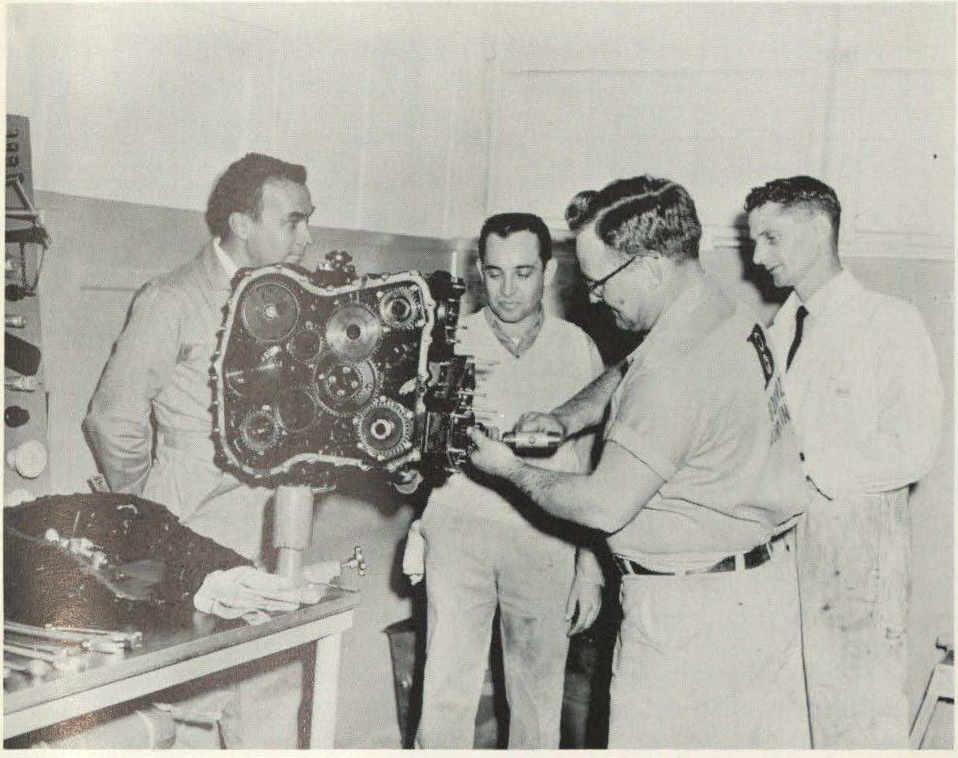
TEN YEARS SERVICE

WORTHEN EIDSON – Flight

FIFTEEN YEARS SERVICE

MYRON W. REYNOLDS – Operations

KNOW THE SILVER DART



THIS IS AN ACCESSORY GEAR BOX in the process of overhaul. When mounted on the Silver Dart, it is located at the top rear of the engine in the nacelle. It houses the AC and DC generators, the compressors for pressurization, the compressors for supplying the pneumatic system, the tachometer generator which tells the speed of the engine, the prop breaks which stop a windmilling propeller, the emergency instrument alternators, and the prop and engine synchronization alternators. The accessory gear box is driven by a gear tower hooked to the drive shaft of the engine. Because of its dependability, the gear box has consistently earned a longer span between overhauls, and is now being overhauled every 1500 hours. In the photo, from left, Harold Snider, Inspector; Bob Pirisky, Lead Mechanic Overhaul Shop; Don Rachiell, Mechanic working on gear box; and Peter Newing, Rotol Representative.

A VETERAN BONANZA PASSENGER

APV-LAX-APV,..Every Thursday since November 12, 1959, the ticket counters of Los Angeles and Apple Valley are graced by Mrs. Clotine Boucher – known in Apple Valley as "Thursday". Mrs. Boucher is an accountant for Supreme Foods of Los Angeles, and travels flight 51 to Los Angeles, 56 to Apple Valley that evening. In doing this, she has traveled over 11,600 nautical miles, made 480 take-offs and landings, and has spent over 5400 minutes in the air. We would like to present this jovial lady as one of Bonanza's Passengers of the Year. With Mrs. Boucher in photo is Los Angeles Ticket Agent, Tom Chandler.

Story and Photo by Bob Peterson-Los Angeles

LARRY DECKER

NAMED

VICE PRESIDENT-TRAFFIC & SALES

Larry Decker of Las Vegas, who has served as General Sales Manager for Bonanza Air Lines and a six year veteran in service with the company in various divisions of the Traffic and Sales Department, was recently named Vice President of Traffic and Sales by Edmund Converse, President of the airline.

Mr. Decker, believed to be one of the youngest men in the airline industry to hold the important job of Vice President of Traffic and Sales, replaces William J. Mitchell, who resigned earlier this year to accept a post with an east coast carrier. Mr. Decker was born in Lewis, Iowa in 1923 and attended the grade and high schools of that community. He attended Woodbury College of Business Administration in Los Angeles, California. Prior to joining Bonanza in 1955, Mr. Decker worked in the Traffic and Sales division of Braniff Airways, both in their Chicago and Burlington, Iowa offices, for a period of five years.

Mr. Decker and his wife Beverly and their young son, Douglas, make their home in Las Vegas.

Mr. Decker, in his new capacity has announced some promotions in the Sales Division.

F. William Schramm, formerly District Sales Manager for Salt Lake City, has been promoted to Regional Sales Manager for the Los Angeles area. He will maintain his offices at Bonanza's City Ticket Office in Beverly Hills.

Replacing Bill at Salt Lake City is Calvin W. Crozier who joined Bonanza with nine years' experience in stations, reservations and sales of a trunk line. Cal's offices are located in the Hotel Utah at Salt Lake City.

Robert Busseau, District Sales Manager for the Ontario/Riverside area for the past four years, has been promoted to Regional Sales Manager for the State of Arizona, Bob replaces Robert Czerny who accepted a position with an eastern airline. Busseau's headquarters are in the Adams Hotel at Phoenix.

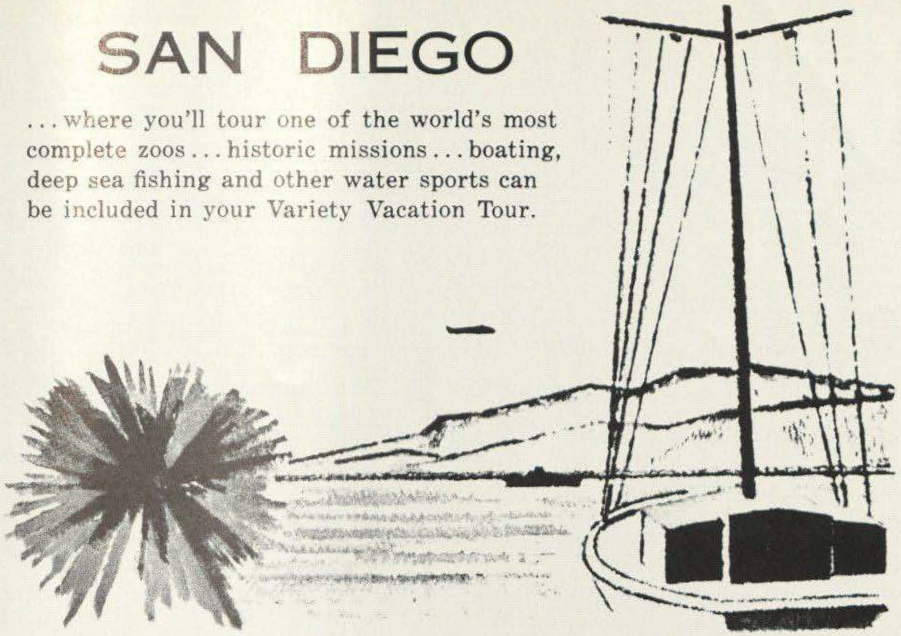
Richard L. Neal, past District Sales Manager for the Las Vegas area, has transferred to Ontario. Dick, as the new District Sales Manager for the area, will maintain his office at Ontario International Airport.

* * * * *

A chartered Silver Dart arrives in Phoenix from Los Angeles and Walter Cluer (left), president and managing director of Turf Paradise welcomes world famous jockeys who were to ride in the annual Cerebral Palsy Race at Turf Paradise. Mr. Cluer is shaking hands with Eddie Arcaro and has his arm around Eddie Burns. From top down and to right -- Bert Thompson, Jockeys Guild director; Alex Maese, Don Pierce, Willie Harmatz, Hank Moreno, Johnny Longden, Pete Moreno, Pepper Porter and Willie Shoemaker.

SAN DIEGO

... where you'll tour one of the world's most complete zoos ... historic missions ... boating, deep sea fishing and other water sports can be included in your Variety Vacation Tour.



Bonanza Air Lines

VARIETY *Vacation Tours* !!

PALM SPRINGS

RENO

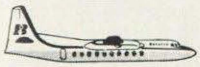
GRAND CANYON

SALT LAKE CITY

TO

BRYCE & ZION

PHOENIX



LAS VEGAS

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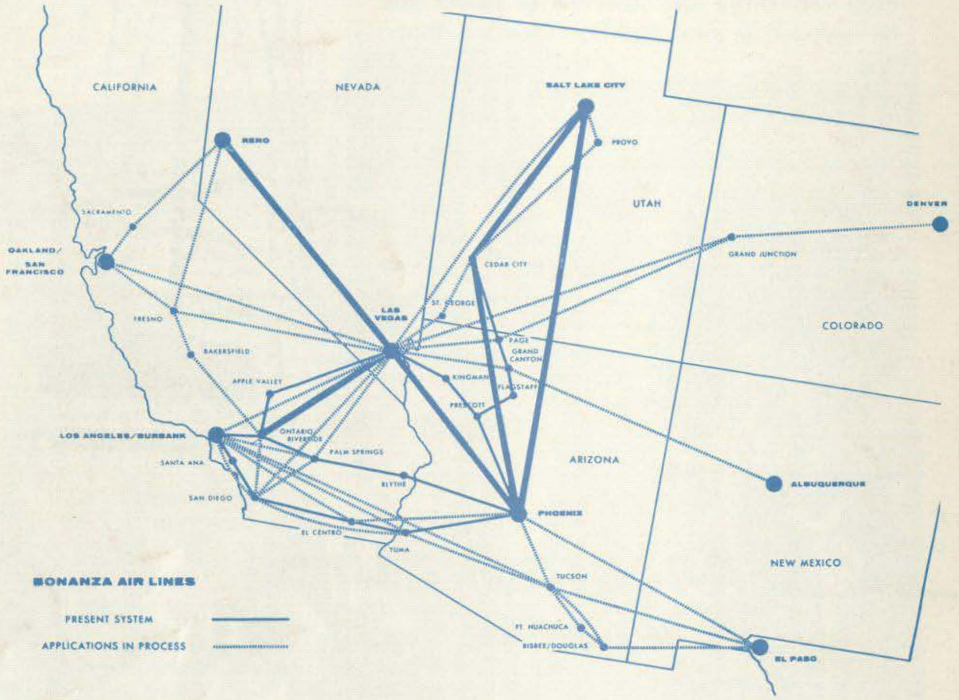
Offering Jetprop Silver Dart Service
On All Flights – On All Routes